

The Sydney Morning Herald

No. 10,388.—VOL. LXIV.

TUESDAY, SEPTEMBER 6, 1871.

PRICE TWO PENNIES.

BIRTHS.

On the 19th August, at his residence, Union-street, Pyrmont, Mr. C. D. MURPHY, of a daughter.
On the 23rd August, at his residence, 111, Pitt-street, Mr. J. H. MURPHY, of a daughter.
On the 25th August, at his residence, 111, Pitt-street, Mr. J. H. MURPHY, of a daughter.
On the 25th August, at his residence, 111, Pitt-street, Mr. J. H. MURPHY, of a daughter.

MARRIAGE.

On the 25th August, at St. James's Church, Sydney, by the Rev. C. D. MURPHY, of a daughter.
On the 25th August, at his residence, 111, Pitt-street, Mr. J. H. MURPHY, of a daughter.

DEATHS.

On the 19th June, at St. Catherine's Villa, Haslemere, England, Commander Viscount Palmer, late of the British Royal Navy, aged 44 years.
On the 25th August, at his residence, 111, Pitt-street, Mr. J. H. MURPHY, of a daughter.
On the 25th August, at his residence, 111, Pitt-street, Mr. J. H. MURPHY, of a daughter.

SHIPPING.

OVERLAND ROUTE TO ENGLAND.—The PENINSULAR AND ORIENTAL STRAM NAVIGATION COMPANY'S steamship

will be despatched on THURSDAY, the 7th September, 1871, at 11 a.m., touching at Melbourne and Koro Goro. The ship will be despatched on THURSDAY, the 7th September, 1871, at 11 a.m., touching at Melbourne and Koro Goro.

On the 25th August, at his residence, 111, Pitt-street, Mr. J. H. MURPHY, of a daughter.

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PERSONS ADVERTISED FOR.

LEWIS GORDON, Esq. Important business. Please call on B. E. AHO. 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

MR. JOHN LEBLIN, formerly of George-street, 4th September, 1871. Master. Information required as to present place of abode.

THAS. H. WOOLCOTT, Town Clerk.

THOMAS BROAD, formerly of 100, Market-street, Capon-street, and ADDRESS to MELBOURNE and DALY, Solicitors, Rockhampton.

THE ANONYMOUS WRITER.—Miss ENRICO D would much oblige by sending her address to X.Y.Z., Bell's Life Office.

SPRING HANDICAP.—The Gentleman holding the FIVE SHILLING JERSEY, will find the winner by addressing T. B. care of Mr. NORMAN, Chemist, William-street.

VOLUNTEER NOTICES.

BATTERY.—Travelling GUN DRILL TO-DAY, 4.30, Dives Battery. Recruits to attend. Undress, waist belts on.

1ST SYDNEY BATTALION V.R.—The Major commanding requests the attendance of the whole of the Officers, THIS DAY, at 4.30 p.m., at the Brigade Office, Elizabeth-street, on business of importance.

By order, W. CHATFIELD, Captain and Adjutant.

MEETINGS.

PRINCE ALFRED YACHT CLUB.

GENERAL MEETING.

The usual Monthly General Meeting will be held THIS EVENING, at 8 p.m., at Funch's Hotel, Pitt and King streets.

By order, STEPHANONI, Hon. Sec.

The attention of Members is respectfully invited to the undermentioned notice.

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PUBLIC NOTICES.

SYDNEY EXCHANGE.

Quarterly fore ONE to quarter-past.

SYDNEY EXCHANGE.

Quarter before ONE to quarter-past.

SYDNEY EXCHANGE.

Quarter before ONE to quarter-past.

ADVANCES ON WOOL.

The undersigned are prepared to make ADVANCES upon liberal terms, or WOOL, consigned to them for shipment to their London firm.

PANBURY, BROTHERS.

ADVANCE ON WOOL, and all Colonial Produce, on most favorable terms. Wool received for shipment by the Aberdeen Clipper, 8th, free of charge.

MONTEFIORE, JOSEPH, and CO.

THE PREMISES No. 204, GEORGE-STREET, lately occupied by Mr. T. BENNETT, MANUFACTURER and REPAIRER of BOOTS and SHOES, having been unavailably closed, will be reopened in about a fortnight with the largest stock as well as the most complete assortment of ladies', gentlemen's, and children's boots and shoes, British, foreign, and colonial, in the city. In the meantime, and during the alterations and fitting-up of the shop, Mr. Bennett will be on the premises to receive orders and to collect orders for the same.

IN THE ASSIGNED ESTATE OF W. BIELLE, Grocer, Newtown.

CREITORS in this Estate are requested to send in their claims to the Assignee, J. L. LAYLA, at 11, Pitt-street, Sydney, on or before the 15th inst.

JOHN MILES, Assignee.

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brotherly spirit, the close of the war between France and Germany in 1871, the English alarmed seemed unreasonable to an extent that verged on foolishness. Never was there a period when, to all eyes, the English people were so feeble and so lacking in self-respect as in the late 19th century. France was stricken down and disabled, and the English, who had been her inveterate enemy, had amicably arranged our differences with the United States, and the greatest military nation of the continent had been reduced to a state of such weakness that the power to become a formidable assailant of our independence. If ever there was a country whose interests and constitution pointed to a pacific policy, it was England. The English people were so feeble that they could not even defend their empire, and she could not make war without calling the mercantile man from his deck, the professional or literary man from his study, the shopkeeper from his counter, and the agriculturist from his plough. Then all powerful on land, she was powerless on the seas. A contest between her and the maritime population of an island must resemble a contest between a dog and a cat. In the event of a contest, the English would be forced to fight for aggressive purposes without imminent risk of discomfiture or destruction. Germany would no more think of sending an armament across the North Sea to invade England than the English would think of sending an army at Hamburg to advance on Berlin. Nor was the navy of the United States sufficiently strong to sweep-gang ironclads like the Minotaur or Monarch into the English Channel to encounter the English in their own waters.

men were waters. So they argued the wise men of England in 1871. They thought and argued well, but wise men, however well they argue, will sometimes turn out wrong, and they turned out substantially wrong in this case. The British fleet was not the invincible when he made the tour of Europe to announce that, for all time to come, free trade had rendered war a moral impossibility. Unluckily, mankind are more easily won by a show of force than by a display of sagacity, and their vanity than by their well-understood interests: and so it fell out that, in the year 1874, the greatest of the Continental Powers, having taken umbrage at the tone and the parcellings out of territory, a League, including the most powerful States, was formed for the avowed purpose of reducing the British Isles to the condition of conquered provinces. The doctrine of free trade, which had been the basis of invading England had been so often the subject of competitive examination at the military schools that an eager desire to test theory by practice was felt by the military leaders of the day. The British, the greatest of modern strategists had got abroad to the effect that the capture of London, as compared with that of Paris, would be child's play (*Kinderpiele*). The British fleet, the greatest of modern naval armaments, the inviolability of the United States to Great Britain, through a series of untoward accidents, was again kindling into flame. Accordingly, all the shipping of the Baltic, all the naval resources of the League, were put to sea, and a contest, and a sufficient one, was fought. The British fleet, which had been built especially adapted for the landing of troops, including cavalry and artillery. In particular, a large provision was made of flat-bottomed boats carrying 100 men each, and which could be landed in any place when they were in shallow water or had been run on shore. A formidable force of ironclads was to precede the transports, and engage any opposing force which might be encountered. The contest was calculated, could be easily accomplished in six hours. As the Army of Invasion was computed at from 150,000 to 200,000 men, the allotted time seemed short to those who were to land. The landing of the French and English army in the Crimea, which had taken 100 days, although that army did not exceed 50,000 men, and the landing was unopposed. But the great Strategist had pronounced six hours sufficient: and the result was that the British did not possibly have miscalculated such a problem.

[illegible]

"Do you know how my wife lives uselessly; retreat towards your own shore before an overwhelming force; but if the enemy attempt to land, dash among the rocks of Lissadulane, and fight on until you sink them or are sunk."

It was on the evening of the 17th of June, 1874, that the Admiralty received intelligence that an Armada was on its way to the Irish Sea, and my lord immediately telegraphed to the Commander of the British fleet, Sir Henry Keppel, to be on the look out, and that the Armada arrived the news that the Armada had been de-cried, and subsequent reports coming in rapidly led to the belief that the Armada had been chosen for the landing. The very locality might be inferred with tolerable certainty from the nature of the adaptation to the purpose, and from the ascertained official position of the artist, had been seen sketching it. We also, with all our talk about un-English practices, had not discovered that the Armada was the work of the Duke of Wellington, Napoleon's plan of the Waterloo campaign, though it came too late; and it was not until the Armada was the unusual foresight shown by the English Government, that was a Pouché in the military Cabinet of the League.

The 17th July appears to have passed off any serious disturbance of public order in London. There were the usual processions at London and Manchester, and the usual resistance was offered to them, and there was no harm. How far this desirable result was due to the influence of the processions, how far to the forbearance on the part of the Government, and how far to judicious arrangements on the part of the authorities, we are not yet in a position to tell. It will all be a matter of fact that has been entertained, and the collision which actually occurred on July 1, between the police and the men at Lurgan, is satisfactory evidence that we have not yet reached the point that is unavailing. It is the backward state of Irishization, which keeps up so puerile a custom at the present time, and so good a reason for the receipt of no list of killed and wounded from the Orange celebration. Let it be remembered that in which large bodies of troops are stationed, and that the police are not doing something which too nearly resembles civil war for the most thoroughly and enlightened people of the world to be able to enforce the law of higher manufacturing districts, and the higher standard of farming than any other part

So soon as the course of the headmost ships left no doubt of the precise destination of the expedition, the telegraphs were set to work, and all the military and naval authorities without delay. His Royal Highness the Earl of Chester-in-Chief was present in person, but the detailed arrangements were left to Lord Strathmair and Lord Dunsany, and General Wolseley and a well-appointed staff. A couple of hundred men of the sand sash rifle pits and trenches as were still wanting; and these were manned with the Guards, the 1st Battalion of Marines, and the Inniskilling Dragoon Guards. The 1st Battalion of the Royal Volunteer was occupied by a strong column of Volunteers, under the direction of Lord Elcho, whose dispositions were an improvement on those of Lordet. His Royal Highness the Earl of Chester-in-Chief was present in person, but the detailed arrangements were left to Lord Strathmair and Lord Dunsany, and General Wolseley and a well-appointed staff. A couple of hundred men of the sand sash rifle pits and trenches as were still wanting; and these were manned with the Guards, the 1st Battalion of Marines, and the Inniskilling Dragoon Guards. The 1st Battalion of the Royal Volunteer was occupied by a strong column of Volunteers, under the direction of Lord Elcho, whose dispositions were an improvement on those of Lordet.

It was a time of agitating suspense to the breast

While the ships of war were taking up their positions to cover the landing, and the transports were transferring their armed cargoes to the boats. After ascertaining by careful sounding that they could approach no nearer, they opened their fire. The shells, and the strand was swept with round shot, causing little or no loss to the English, who never showed a finger above the rifle or trench, till the landing boats intervened and the British opened their fire. The first shot which was heard, the battery in the centre of their position was unmarked; shells and plunging shot from the mound fell thick and fast among the boats; a line of fire ran along the beach; the rocks and heights were all riddled with shot. The boats were driven back when volley after volley by practised marksmen, each taking an individual aim, poured into the boats crowded with men whose orders were to land and rush to close quarters without returning a shot. The gallant Irish regiments were ordered to carry the programme. Half of one boat's crew and a third of another, some 150 men at the most, did actually reach dry land and make a rush at the trench held by the British. The British, as the boats were approached, then sprang up and drove the remainder back into the water with the bayonet. Here occurred one of those incidents which show that modern warfare, with all its mechanical contrivances for wholesale slaughter, is still a very human business, full of chivalry and romance. An officer of distinguished men, the son of a princely house, was pushed to the water's edge, overpowered and exhausted although still fighting desperately, while his career was seen by a young lieutenant in the landing boat, who, from ship's launch in which he had been carrying orders. Without a moment's hesitation he commanded the crew to pull back, and they obeyed with such a will that the boat was driven back to the shore. Not many yards from their gallant countryman, and they were springing to the rescue, when a ball struck the lieutenant and he fell. He sacrificed his life to his chivalry, and not a man of the heroic boat's crew

It has often been said that if the Government would leave the Orangemen alone, and treat the like boisterous schoolboys, who become unusable only when their privileges are abridged, they would be content to do nothing but good for themselves. No doubt there is a good deal of sense in this view, nor are we prepared to maintain that per discretion has always been shown, either by the Government or the Orangemen, in the present occasion for interference. In this instance the course of mastery inevitably has been justified by the event but it must have failed had not the Roman Catholic population shown a moderation and self-restraint which has been the cause of the present disturbance. To realise what might have happened in Ireland, have only to look at what did happen in New York for Orangemen has been sedulously propagated. Ulster emigrants wherever they have settled, and do, must be constantly reminded of the fact that in the United States that it is in Ireland itself. As 12th of July approached, the municipal authorities of New York were harassed by the same anxieties as the Irish Government, but did not mind the emergency, and issued a notice. The Chief of Police hastily issued a notice prohibiting the Orange procession. This was sent as an encroachment on popular rights, and ultimately resulted in a riotous proceeding. The Government, ordering the civil and military power to protect the Orangemen. This change, however, was made too late. In spite of hortations from their priests, the "Riband" men, and the "Orange" men, the Orangemen, who, according to one account about 600 men were killed and 150 wounded by the police soldiers, who lost several men on their own side. Twenty Militia armoured the Orangemen are to be sent to the United States, and the Government's movements being placed under arms is sufficient to show how formidable the disturbance was. Now, we had said before that we are one reflection.

American Protestants are not the land in the Roman Catholic people, and the

of away. Among the many casualties which added to the confusion as the shell exploded in the boat which carried the leader of the headmost division and his staff, killing and wounding most of them; and two transports, carrying artillery, ran upon torpedoes and were blown up. The boats were scattered in all directions. *Spies*. But large sacrifices had been counted on; it was known and felt that a first landing on the British coast must be effected in the spirit of a forlorn hope, and the boats were crowded with men, and with guns; for the transports; when, hark! low rumbling sound, like intermitting thunder, is heard from far off, across the sea. It is sound of cannon on the straits of Dover. The British fleet, the fleet of the English Channel Fleet, the first steamer having in fact, overtaken the Admiral, and dispatching two of his ships to watch the Americans, he had come back (like Desaix at Marengo) to give a decisive turn to the battle. The British fleet, the fleet of the world, with the fleet of England, of Europe, of the world. He brought with him seven first-class ironclads, with more than twice as many others of heavy metal, and a host of smaller vessels. The British approach of those magnificent machines, instinct with life and motion, cleaving their way right onward through the thick of the hostile armament without stopping, and so fleetly that the British fleet, running down transport after transport, while almost every shot from their enormous guns sent a ship to the bottom, or left a bellowing galleon men struggling for life in the water. It is such a fact as appaling to the imagination, or to contemplate, that the British fleet it had been to those who saw and felt, that their own turn was coming—those watched with fixed and fascinated gaze the rush of the iron monster that was to

was crashing over them.

The military operations on the invading army were beyond all aid or aid from an order emanating from headquarters might be said to live along the line, and the skill to restore a losing battle or effect a retreat was never wanting, any more than the strategy which was the result of the situation. The army could avail here, on an untried element, where soldiers and generals were equally helpless, where strategy was useless and bravery thrown away: All hope of carrying out any pre-organised plan was at an end. Some of the most important matters were the pressed matters of transports, who, such of them as escaped being run down, made off without waiting to take in their original freight. The wind rose, and some of the transports were blown back, and then fallen back before the advancing armament, now assailed it on every side. The fire of shells was continued from the heights. A desperate sea-fight was prolonged in the dark, and partly continued through the night, till the second day dawned. The result was made clear in all its horrors. The second Armada had shared the fate of the first. Most of the hostile ironclads were missing. That which carried a great and his fortune, with other words, the Admiral Generalissimo and his suite—had received a six hundred pound steel-headed shot between wind and water, and had no alternative but to strike. Princes, archdukes, and dukes were made prisoners of war. The rest of the fleet was picked up in an exhausted state while endeavouring to regain his ship by swimming, after the boat in which he was trying to remedy the confusion was overturned by the surge; and a Serene Highness, who had made his escape from the hands of his contingent, was with difficulty persuaded to give up his sword to Prince Edward of Saxe Weimar, who enacted the part of Bayard to Francis I. at Pavia. The result was a complete and total rout. The episodes of this ever-memorable triumph and its results.—Times.

It is exclusively of Protestants as the Representative Body of the late Established Church. Supporting it is believed upon the basis of religious equality, should have an Irish House of Lords composed of Protestant landowners, and an Irish House of Commons returned by priests and Catholic peasants, and in the throat of four Provinces. It is hardly necessary to say that such a constitution would continue between such Houses, but it is well to consider what prospect there would be of its well members agreeing with their colleagues from the other three Provinces, for instance, of Irish education. For be it from the fact that it represents the mutual distrust which Orangemen do so much to keep alive as an incurable weakness of Irish character. It has already yielded, in a degree, to political and social changes, the generation of Irishmen, with all their faults, are capable of self-government than their fathers. I venture, however, to believe that when politics have not been carried one stage further they will perceive of themselves that the time has not yet come to be repealed by Repeal, and can be fulfilled only under the Union.

A JOY FOR JOURNALISTS.

[From the Spectator, July 3.]

The curious little contest between Mr. Walter—a solicitor, not the member for Berkshire—and the clerk, which ended on Tuesday in a judgment for the plaintiff, has excited much interest in the Law Press. It is scarcely too much to say that the plaintiff had won, the first conditions of journalism in this country would have been altered, and the profession would have been compelled to either prepare a Bill of Rights for the Legislature, or they could make themselves unpleasant, if not useful, at least as well as any other class in the country—or to exclude once for all the amateur

(From the Times, July 14.)

These 12th days appear to have passed off with any serious disturbance of public order in London. There were the usual processions at London, and the Orange stronghold, resistance was offered to the Orange processions. How far this desirable result was due to humour on the part of the processions, and how far to the part of the Roman Catholics, and how far to the part of the Orangemen, and how far to the part of the authorities, we are not yet in a way to say. At all events considering the fear of a collision, and the collision which actually took place, and the fact that the Orangemen at Lurgan, it is satisfactory that we have got over this anniversary so well. It is satisfactory is the backward state of Irish politics, and the fact that the Orangemen still compels us to regard it as good news to receive no list of killed and wounded from the part of an Orange celebration. Let it be remembered that the Orangemen are a very small body, and that they have to be poured every year into something like two nearly reformed civil war, for the most flourishing and enlightened portion of the country, the Orange stronghold, the fish manufacturing district, and exhibit a higher standard of farming than any other part of the country, but in all that concerns the domestic politics of the country, the Orangemen, with Scotland rather than with the Orangemen, with Leicester and Munster. Some of the leaders, it is true, disavow the old policy of Orangeism, and they are now in a way to offer the Roman Catholic fellow-sufferers to explain what the new Orange policy is to be, and what purpose Orangeism can serve, unless

ally the Protestant interest against Popery.

If we are to judge by published extracts from a recent sermon, Rev. John Flanagan, Grand Chaplain of the Orange, and his flock remain essentially unchanged, except so far as enmity against Romanism may be qualified by enmity against the present Government. We have lately had occasion to give our readers a specimen of his priestly oratory, but we doubt whether our specimens of his enmity would be so widely disloyal as the language said to have been addressed by the Protestant divine to an audience shadowed by a flood of orange ashes, from a pulpit overlooking the city of London, on the occasion of "Surrender," while the reading desk was inscribed with the still more polemical motto, "No Popery." The rev. gentleman selected as his text Jeremiah v. 9, and declared against the British nation. He attributed to it all the evils which are now enumerated, charging it with being perfjured, corrupt, and abominable, full of national animosity, from the highest to the lowest. He accused the Houses of Parliament of being a "house of lies," and of having sworn oaths, complained that Irish Protestants had been robbed of everything, and the Orangemen sworn to laws which the Government would not attempt to enforce in England or Scotland. He reproached the largest body of the British aristocracy, and said the time would come when their watchword should be, "The sword of the Lord and of Gideon." We learned then that England would concede the whole of the present programme, and that their only arms were in their hands, and that they would not spare any of the Orangemen. It only remains to add that this grotesque sermon was preached in the county of Donegal, for which Mr. John Madden is now standing for the "Great Orange" in the House of Commons, and that Mr. Flanagan was afterwards up with a declaration in favour of that gentleman, at the meeting of the Orange Association, which took place at the same time.

It is not to be expected that the editor of the *Protestant* will be so candid as to state the reasons which induce him to publish the above extracts. He is not, however, so candid as to state the reasons which induce him to publish the above extracts. He is not, however, so candid as to state the reasons which induce him to publish the above extracts.

It has often been said that if the *Givernum* would leave the Orangemen alone, and treat them like boisterous schoolboys, who become unmanageable only when their privileges are abridged, the Orangemen would be satisfied. This is the only view. No doubt there is a good deal of sense in this, nor were we prepared to maintain that persecution has always been shown, either by the Government or by the local magistrates, either by the Orangemen or by the Protestants. This is the only view of its masterly inactivity has been justified by the event, but it must have failed had not the Roman Catholic population shown a moderation and self-restraint which is almost unique in the annals of the world. To what might have happened in Ireland, we have only to look at what did happen in New York for Orangemen have been sedulously propagated in Ulster since they have been settled, and the Orangemen of the United States have been as numerous as the United States than it is in Ireland itself. As the 12th of July approached, the municipal authorities of New York were harassed by the same anxieties as the Irish Government, but they did not know how to act, and they were not successful. The Chief of Police hastily issued a non-prohibiting the Orange procession. This was sent as an encroachment on popular rights, and ultimately reversed by a counter proclamation which gave the Orangemen a full and complete power to protect the Orangemen. This change, however, was made too late. In spite of hortations from their priests, the "Riband" attacked the procession, and a conflict ensued, which resulted in the death of twelve men, who were killed and 150 wounded by the police soldiers, who lost several men on their own side. Twenty military armories of the Orangemen are said to have been threatened, and the fact of twelve men being killed under arms is a sufficient proof of how formidable the disturbance was. Now, as the affair forces upon us one reflection, America the Protestants are not landlubbers, nor are the Roman Catholics Protestants, nor can any such thing be pulled down, nor does any exist to be supported; no ancient will like those of Derry, or battle-fields like that of Boyne, recall the memory of ancient conflicts, and the party divisions, ecclesiastical or political, divide the nation from other nations, and the party feuds are as implacable in America as in Ireland, and even more sanguinary, it concerns Irish men to ask themselves whether Irish nature is more susceptible of religious and political misrule, especially as history attests their prevalence long before the Conquest.

A still more practical question is suggested by the recurrence of these July celebrations, also attended by imminent risk of riots, and often actual riots. Some of our Home Government members have any vitality at all, as distinct from sheer Fenianism, it derives it from the various classes and districts which keep up the Orange legend. Some of our Home Government districts which organised the revolutionary movement crushed in 1798. Can any one who knows Ireland doubt that, under similar circumstances, the experiment which failed in the hands of the United Irishmen would succeed in the hands of the Home Government? It is possible to believe that men who have caused us so fiercely can be induced to co-operate so long a period as would be required to bring about the repeal of the Union. It is absolutely certain that if Repeal were granted, mutual animosities of Irishmen would become more deadly and destructive to Ireland than ever? Even if the Home Government were to be united together by corruption and Government influence, that Parliament, it should never be forgotten, consisted exclusively of Protestants, the Representatives of the Protestant population, and that if it is to be revived, upon the basis of religious equality, should have an Irish House of Lords composed of Protestant landowners, and an Irish House of Commons composed of Protestant farmers and farmers in three out of four Provinces. It is hard necessary to consider how long harmonious action would continue between such Houses, but it is well known that the temper of the Irish House of Commons members agreeing with their colleagues from other Provinces on the subject, for instance, of Irish education. Far be it from us, on the other hand, to repeat the Orange distrust which Orangemen do so much to keep alive. It is not our business, as Irishmen, to keep alive the Orange legend. It has already yielded, in so degree, to political education, and the present generation, with all their faults, are more capable of self-government than any generation before. It is not our business to keep alive the Orange legend, however, to believe that when political education has been carried one stage further they will perceive that self-government, in any rational sense, is not to be feared, and that it can be fully realised only under the Union.

(From the Secretator, July 3.)

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and we have twice been severely scolded as dishonest for rejecting articles one of which denied the possibility of a God and the other denounced marriage. Another and much more numerous class follow papers to which there is only one objection, that they are feeble, or trite, or premature—the last class is oddly numerous, quite a host of people insist on discussing some subject, say universal suffrage, which may be “up” a dozen years hence;—and finally there is the class which exists to serve, if only because it reveals the existence of some service, if not of any, and for the utterance of aberrations of opinion, and for the utterance of “fustian.”

As we have said, the system has a "very good side" to it. It is a system that, if properly handled, would keep copies of them, with a reasonable time for an answer, and then go somewhere else, and be simple enough; but they will not do this. All of them have a secret impression that they are conferring a favor, while to half of them the mere asking for a copy of their own work is a "big thing"; the more foolish they are, the more fondly they are.

A bore of this description, finding his rabbinical published, will write or call for six months on account of the chance of vexation all alone by himself, as the procedure is to be made a matter of course, and the same all-permeating agency to exclude his wisdom and wit. That really happened to ourselves in reference to a perfectly insane account of the machinations of the North, which somebody, presumably a Southern, was entreated to adopt as a counter-argument. The respondent was not right to make any such use of money or time on him than to make us advise without fee, but no amount of warning advertisements will ever convince him of that, except—let us be just—regards expenses of postage. When a contributor sends a letter, he is asked to send a stamp for his communication a stamp for its return, thereby saving in most offices, certainly in this one,—they shall indeed be returned, but returned without reading. Such correspondents, however, are few, and as a rule, the writer of the letter is not a person of any great merit. It is sent to him, that is, he uses his experience to discover, perhaps in half a minute, whether or not the paper deserves real reading, and the rejected or "destroyed" or thrown into the waste-paper basket. The thought of this could not be done or done in any other system, which would have had the solicitor turns up who says that any such proceeding is entirely illegal. Mr. Walter, having forwarded

paper on Law Reform to the *Echo*, which the editor did not want, had not ordered, and could not accept. He said that he had written to Mr. Pacey, and had been back again, and actually brought in the City of London County Court an action of trover. Pacey was an action of trover for the bullet fired from a popgun at the trial of the *Queen*, and he said that it was not that if he had won, if it had been decided that anybody who chose had a right to worry an editor, that Pacey's plea with half a ream of unreadable manuscript would have been a good one, and that the journalism would have become an impossible profession. Fortunately, however, Mr. Commissioner Ker had said that he would not do it on Tuesday morning, and among the ranks of newspaper editors Pacey was not a journal for publication is entrusted to the editor's control, and he may destroy it even without notice. Pacey said that he would not do it, but that he might bring an action, will only have costs to pay. The editor may not, of course, sell it, or use it in any profit in any way, but it is in law a letter, and an editor who has a letter in his hands, and who has the address with the addressee, the principle which I have asked you we feared was about to be upset. To triumph over the law is a little hard, no doubt, on the one hand. The writer, who may have a letter in his hands, and who has a reputation, but then he has in his own hands the two such easy and thorough remedies for the appearance of a letter, can keep his manuscript, or he can keep it a secret.

(From the Nautical Magazine.)

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Respective of party feelings, we regard these views as eminently sound and valuable. There is no doubt, much to be said in favour of the present state of things. Without taking upon ourselves the rôle of the numerous terrified alarmists who, during the late war, have had so much to say about our own wretched condition, we would regard the present state of things as a purely practical and truly English state. As regards the question of insurance, we are fully insured: Is all the wealth of this great country in such a state of security that taking into consideration the altered conditions of national armaments, and consequently the mode and character of warfare, we are not justified in regarding our kingdoms as revolutionised, annihilated, or exterminated? Can we rest and be content with things as they are?

It is on all hands acknowledged that our present means of manning the navy in case of emergency are by no means satisfactory.

In our March number we published an article on British ships and British seamen, wherein the question of utilising the seamen of the merchant service as a reserve for the Royal Navy was treated upon at some length. Curiously enough, since the publication of that paper the subject seems to have been discussed to a considerable extent. Pamphlets, lectures, parliamentary debates, and leading articles have all taken up the question, and, by throwing a good deal of light upon it, have done a vast amount

The debate in the House of Commons on Mr. Graves's motion was exceedingly useful and instructive. The gentleman showed that the services which were not at present in the hands of the Admiralty, although our resources were unimpaired, yet nevertheless in case of sudden war we should experience great difficulty in obtaining sufficient men for manning our ships, and he pointed out various causes—namely that the Royal Navy was not the other naval services of the country—which brought about the state of things he deprecated. Mr. Goschen, who could hardly be expected to be sufficiently sympathetic to the Admiralty, and who was in a position to put in the subject to consent to take into consideration the medical staff of the Navy, said that it was admitted that the Naval Reserves were inadequate, and promised that the whole subject should have the attention of the Admiralty, and be considered in the broadest manner. So far so good, we say. We look forward to the result of the inquiry with some little anxiety to Mr. Goschen's remedial measures next session. In addition to this debate as we have said, numerous articles have appeared in our press, weekly, and monthly contemporaries on the subject, especially valuable paper contributed by Mr. Robert Main to "Colburn's United Service Magazine" being among them. Captain Gardiner, R.N., at the Royal United Service Institution, has read a paper on the "Formation of Naval Reserves," and advocated the utilisation of the merchant marine to a large extent, and of boys from training ships. Various sundry pamphlets have been published more or less bearing out the general idea of utilising the mercantile marine as a naval reserve, but alluding to defects in

The present system.

By referring to the recent discussion, we would like to offer a few comments and suggestions upon the general subject of our naval resources.

The tone of the discussion seems to points to the necessity of working together in much closer relationship than hitherto between the naval and the mercantile marine. A more intimate association of the two services is undoubtedly what the country needs. The preparation of a sailor on a merchant ship is not so satisfactory as the preparation of a sailor in the Royal Navy or the merchant service; the profession is a noble one in either case, and we believe that the sailor in the merchant service is better paid than the sailor in the Royal Navy, but unfortunately nundry causes have divided them into two classes, and there is a great gulf between them; so that they who would pass from one to the other cannot, at least not without considerable difficulty.

Our readers probably are fully aware of them, as they are also of the fact of the division. No sudden or violent legislation will succeed in making things different, but at the same time, to maintain the efficiency of our navy, we consider that administrative efforts should be directed to equalizing as much as possible the conditions of service of naval men and merchant sailors. It is true that certain duties are required to be performed by seamen in the navy, and that merchant sailors have no experience, and *vice versa*, but the essentials of a sailor's education are the same in both cases.

It may be said, "this is all very fine in theory."

It may be said, this is all very fine in theory, but how can we ever hope to remedy the existing state of things." We acknowledge the difficulty. On reference to the recent discussion, we everywhere find the same idea which animated the organizers of the Royal Naval Reserve in 1859, that the only remedy would be to encourage a large part in the military element of our marine. This, we consider, is a great step towards adjusting the differences which exist among our sailors, the glory and honour part of the business, if we may so term it, not being confined to the military by the marine. We, however, would be inclined to go further than this, and propose that if possible the interchanges should be mutual. In time of war fighting sailors are required, in time of peace merchant sailors are wanted, and it seems to us that each party would be well to hold out the hand to render themselves available for either service. But unfortunately the present condition of things places many difficulties in the way. In time of war it would seem an easy matter to arrange that the unemployed merchant sailors should be taken into the service, and in time of peace the men must, to be of any use, be drilled and in some measure be accustomed to the restraint and discipline of a man-of-war; the number of men obtainable, of course, a great consideration, but the quality and character of the men are scarcely secondary, and the difficulties of training would be very great. It will enable the State to retain a man's services in case of need, and at the same time not to do injustice to the regular servants of the Crown. Even now Jack of the Royal Navy mutters over the better pay and advantages of the militia, and would willingly serve one month's training in learning his duties; and where those inducements fail to raise the requisite number of men, further inducements would be necessary, and would only tend to make the seamen of the British Navy a mercenary body.

Another great difficulty to be overcome before any true amalgamation can be effected is the prejudice of the two services against each other. Prejudice, and it must not be imagined that this prejudice exists on one side only, if anything it is greater on the part of the merchant navy, against the Royal Navy, than the other way round. We know that the natural prejudice is at times encouraged. Say a seaman of a merchant ship is inclined to volunteer for a man-of-war, he is told that he will be "drilled" and "trained" in the discipline, the drill, the polishing, the cleanliness, the many masters he has to obey, but is never told that his own captain has more real power over his person and his property than the captain of a man-of-war could have; it is but natural the merchant captain should wish to keep his best men, and if he can do so by pointing out the disadvantages of serving in the Royal Navy, his object is attained.

On the other hand, the man-of-war's-man has in nine cases out of ten been brought up to the mode and style of work from his youth, and has gradually become accustomed to the discipline of the higher part of the discipline in the atmosphere of which he lives that it becomes a second nature to him, and he has no taste for the different state of things in the merchant ship; and as the two classes are so far apart, it is not so much sometimes cause a man on the completion of his time to transfer his services, it is not from the love of the

We do not intend to speak of the Reserve as a whole, but rather of the two classes of men of which we speak, no finer seamen exist in the world than in our coal trade or whalers, but no man-of-war's man is ever so well drilled, so well equipped, and so privations many of them have to go through, as the other hand the colliers and whalers would never consent to the regularity and discipline of the men-of-war. And even in the coal trade, the essentials are the same, still the men are distinct.

The main point seems to be that the State requires the services of a large body of seamen in case of war, but does not want their continuous service in time of peace. It is not as if the men were to be employed, and utilized, and it seems strange that things cannot be arranged that our whole commercial marine should not be available for protection as well as for commerce. I recognize the establishment of the Royal Naval Reserve as an audacious experiment in the direction indicated by us. Experience will show the faults of the present system, and thoughtful men will propose a better one. I do not think we need fall to draw public attention to the defects, and to use your personal influence towards remedying them. It cannot be said that the Reserve is yet a great success, but it is not yet a complete failure; but it certainly has not turned out so well as was anticipated. We think that more freedom should be introduced into the working of the scheme, that many of the defects should be removed, that severe penalties against its success should be abolished, and that the

But we are of opinion that the most effectual plan for bringing the two services together for the purpose of the defence of our country would be to begin at the end, and instead of commencing with men, to begin with boys. The latter would be every child shall be educated; let us commence with that education by an increased number of training ships (that is to say, after filling up the gaps that exist in the present vessels), the State supplying the ships and the State employing the boys as cabin boys, and those conditions to include drill, gun and musketry exercise—in fact, such as the boys receive in our training brig. This learnt, it will never be entirely forgotten. This State-help to boys would raise no

feeling of dissatisfaction in the man-of-war's-man, and these boys would make none the worse men for the merchant service from their education and training. I would understand that for three or five years between their discharge and their return to the roster to be called on for service, with certain times for going through their drill, as with the militia, we believe that in a few years we should have a large available force to fall back on in the event of war. Again, our fishermen are as much interested in the improvement of our coast as any other labouring men, they should also be encouraged for coast defence, manning our gunboats, floating batteries, &c. We believe it is a generally received axiom, that every man is bound to do something for the support of the State, and if one cannot give personal service the State lays an embargo on his pocket, and he can do no more than contribute to the cause; if then too hard to suppose that a man who has not the money, he should give personal service.

Our merchant seamen should be encouraged, and

It is to be hoped that there are not many among us who would like England to maintain a great standing navy, to sail the seas in glory, or to glory in any other name by which such nations are distinguished. We have seen what became of the French nation, who pursued the will-o'-the-wisp till they came to utter grief. Let us be wise and prudent in our dealings; let us extend our empire and our power by our commerce and friendly communications with other countries,—and if unfavourable calls

upon at any time to defend ourselves from the attack of an enemy, let us be ready with the whole weight of our mighty naval resources to sweep our enemy off the seas.

ON PAROLE.

(From *The Cavalier*.)

THE husband, as domestic prisoner of war, is seldom allowed more than a very limited parole. His compliance is perhaps willing enough to permit him just as much freedom as accords with the rules of the game, but he is not permitted to exercise anything like an absolute right of free movement. He is, like an actual demonstration of independence. As a victim, of course, tacitly surrendered his right to the privileges of his sex when he agreed to capitulate, and he has no captivity like mine he has only himself to blame. He has, however, justly refused to look at the dark side of the picture of domestic captivity with which he had been wont to console the dreary days of bachelorhood. Married life appeared so calm, so happy, and so free. He could enjoy the old purrings, round the neck, with former associates, and yet maintain the stature of a husband. He felt, of course, that he must put up with some restrictions, and he was quite prepared to give up some portion of his time to the new duties of domestic life. He was not him. His wife he was sure would be no less fall in with his masculine habits and tastes, and so ready to yield to his slightest wish. In fact, he might

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The breach in the harmony of the domestic relations grows wider: and, while the mind of the husband continues to expand and grow, the wife's intellect remains stationary in its early form, and refuses to thaw or acquire fresh vigour. What she was as a girl she remains as a woman; her experience of life has perhaps increased, but she is incapable of seeing broad general views of things, and sees only the narrow section of any subject which comes before her. Politically, literally, and philosophically, her leisure she can command is perhaps devoted to the perusal of the trash which the literary caterers of the press now so provide. Hundreds of women whose intellect is narrow, are yet loving and devoted wives, and as mothers are the best of mothers. It is not the most profound talk of the learned. But the woman who, with little sympathy for her husband's studies, and a great idea of her own importance, seeks to make him a man, and to bind him hand and foot by the most odious system of domestic despotism, is a common character, and her rule must be the too intolerable of all tyranny.

On the 15th June an invoice valued at £ 3 10 0

On the 11th June an inquiry, ordered by the Board of Trade, was opened at Greenwich Police Court, before Mr. Maude, the magistrate, and Captain Harris and Jos. Toynbee, Nautical Assessors, relative to the stranding of the Queen of the Thames (s.), a schooner, from Melbourne for London, near Struys Point, Cape of Good Hope.

Mr. O'Dowd attended as counsel for the Board of Trade, and Mr. Herschell for the commander; Mr. T. Cooper watched the proceedings for the owners.

Mr. Herschell objected to the inquiry proceeding, on the ground that the requirements of the Act had

It was complied with, on the ground that the act under the report or statement upon which the Board of Trade had acted in directing the inquiry had not been furnished to the Master. Mr. O'Dowd said the report upon which the Board had ordered the investigation had been supplied to the Master, and he produced the official return. It transpired that the statement or report was the return of the Master of the wreck of the vessel. Mr. Maude, after some discussion, said the report having been received at a government department, and issued by them with directions, it must be taken to be the document upon which the Board acted.

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Mr. Mitchell then took another objection, and contended that the circumstances of the stranding of the vessel had already been the subject of two inquiries at the colony, the requirements of the Act had been complied with, and the Board of Trade had no jurisdiction to order an inquiry. He contended that the resolution he said that the Governor had not confirmed the finding of the first investigation at the colony; that the second inquiry had taken place at the Cape, and that it had been found that the vessel was not to receive other evidence. But if it was concluded that the Board had no authority to order this third inquiry in England; and if it had not been thought to be necessary to call for evidence, it was equally no power to order this inquiry. The vessel had already been placed in peril, and it was the duty of the Board to order an inquiry, in order to satisfy the principle of common justice to try a case at a second time.

Mr. O'Donoghue denied the inquiries at the colony and complied with the resolutions of the Board. The Court was improperly constituted, and was not sustained by Naval Assessors. There were other irregularities, and the whole proceedings at the Cape informal, and the learned Judge accordingly ordered that it was quite competent for the Board of Trade to order the inquiry.

Mr. Maunde said the question was whether an inquiry had been instituted at the Cape into the circumstances of the wreck of the *Clive*, and whether the Board of Trade had jurisdiction to order an investigation in England. He confessed that he was not a lawyer, but he thought that the Board made some impression upon him, and he (Mr. M.) suggested whether both sides could not agree upon a statement of facts, and apply to the Court of Queen's Bench.

After some further argument, Mr. Maude retired with the chief clerk, and after deliberating a quarter of an hour, his worship said it appeared to him that the conduct of the inquiries at the colony the requirements of the Merchant Shipping and Amendment Acts had been complied with, and that he was precluded from going into this investigation in England.

MARVELLUS COGNAC.—No beverage is complete without this delicious beverage. The Great American Wine and Spirit Manufacturers have attempted to attain a reputation for the purest, finest, and most delicious cognac, but we doubt whether any thorough success has been achieved until Messrs. Taylor, Brothers discovered the perfect qualities of "Marvelous" Cognac. The Government has granted a patent of preparation to this brand of all sorts of Thermo, they have produced an article which makes of any other cognac in the market. Entire satisfaction is given to all who have tried it, and a true concentration of the purest and most delicious Thermo is found in this cognac above all others. For medicinal and invalid use, it is a more valuable and more

TELEGRAPHIC DESPATCHES.

AUSTRALIAN ASSOCIATED PRESS TELEGRAMS.

MURDOCH.

The last Gulgong escort brought in 5400 ew. The population is increasing.

GOULBURN.

All the Ministers, except Mr. Robertson, arrived by special train. Sir James Martin, the Hon. G. W. Lord, the Hon. J. Docker, with Lady Martin, proceeded to Melbourne.

ULMARRA.

The schooner John Bullock was wrecked at the Richmond River bar, on Friday last, as she was being towed to sea by the Outboard (s). The warp broke, and she drifted on to the rocks. The vessel is breaking up fast.

PORT MACQUARIE.

At an adjourned inquest to-day on the mutilated remains of a child found last week, a verdict of wilful murder was returned against some person or persons unknown.

GRAFTON.

For farms on the Grafton temporary commission, which was thrown open for free selection on Thursday last, at the Crown Lands Office, Grafton, there was a great demand. The Court-house had to be thrown open at 10 o'clock, and was thronged; a ballot had to be taken for every farm, and at 10 o'clock, when the office closed, only seven ballots had been placed—there being for most of the lots over two hundred applications. The excitement throughout the day was intense.

The Colonial Sugar Company are cane-cutting on the North Arm to-day, and the Chatsworth Island Mill commenced crushing to-morrow.

Mr. Muir is turning out over a ton per day of excellent sugar at the Carry Creek mill, which he is selling to local stockholders.

MELBOURNE.

The Claud Hamilton, from New Zealand, passed the Great Britain on the 21st instant off Swan Island. The steamer took shelter in Sealers' Cove, where she found the Prince Victoria, Ben Nevis, two brigs, and two schooners.

The import markets opened extremely dull, sugar sold at 1s. 6d. to 1s. 7d. per cwt. in bulk, and at 1s. 8d. to 1s. 9d. in bags. Homage's contract is offering at 2s. 6d. a bushel is unchanged.

It is reported that the Earl Arthur Orms has been discovered, and will proceed to London.

For the Metropolitan, Warner has been backed at 5 to 2, Barbell 6 to 1, Hamlet 10 to 1, Roseland 100 to 6, and Surinam 10 to 12.

At auction, the Victoria was nearly all sold at a slight discount; low to medium, 12d. to 12½d.; medium, 1s. 3d. to 1s. 4d.; boxes, 1s. 3d. to 1s. 4d.; finest, 1s. 6d.

QUEENSLAND.

Arrived—Glenelg, from New Zealand, at 4.40. You Yangs (s), from Sydney.

Sailed—Catherine Jane, Adelaide, Barker, Alexandra, brig, Manque, brig, for Newcastle; at 4.30. Balclutha (s), for Sydney.

HOBART TOWN.

Sir Robert Officer was elected unopposed for Glenorchy.

Alexander, You Yangs (s), from Sydney.

ADELAIDE.

What is quiet. 5s. is freely offered, but holders refuse to sell except at an advance.

NEW ZEALAND.

Parliament opened at Wellington on the 14th inst. Mr. Deane, M.P., was elected Speaker.

It is reported that Te Kooti exchanged shots with the Arawa contingent, and retreated.

The Caledonian shares at the Thames are quoted at £170.

The influx of Chinese to Otago is causing some excitement.

THE SOVEREIGNTY OF FIJI.

Two following communications have been obligingly forwarded to me for publication:—

“Governments House, Sydney, 10th July, 1871.”

“Mr. J. Arnold is directed by his Excellency to forward to you the enclosed copy of a despatch (No. 55) of 10th July, 1871, respecting the claims of the Government of the Colony, with reference to letters from yourself and Mr. Robertson relative to the state of affairs at the Fiji Islands.”

“I have the honor to be, Sir, your obedient servant.”

“ARTHUR HESTY.”

“New South Wales, N.S.W., 10th July, 1871.”

“My Lord, I have the honor to acknowledge the receipt of your Lordship's despatch (No. 44) of the 5th of April, forwarding copies of letters from Mr. Wolff and Mr. Robertson, relating to the state of affairs at the Fiji Islands.”

“I have forwarded a copy of your despatch to the Secretary of State for Foreign Affairs, who has now under his consideration measures for the relief of the Government of the Colony, with reference to letters from yourself and Mr. Robertson relative to the state of affairs at the Fiji Islands.”

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ROADS OF THE COLONY.

When this colony entered upon responsible government in 1856 there were several Acts of Parliament in our statute book relating to the construction and maintenance of public roads. The first of these (omitting the Acts to impose tolls) is the William IV. No. 11, an Act for making, altering, and improving the roads throughout the colony, and for opening and improving the streets in the towns thereof. This Act became law on the 28th August, 1834, and it comprises a schedule of roads specially selected as highways which ought to be maintained at the public expense. Since the passing of that Act innumerable notices have appeared in the Government Gazette declaring that it is expedient to open new roads, and the maps in the office of the Surveyor-General show how largely the means of internal communication have been increased during the last forty years.

The schedule of public roads in the Act 4 William IV. No. 11, is not very extensive, although the maintenance of those roads at the public expense has been a work of no small magnitude as compared with the population and resources of the colony. In 1833 the gross population of the colony was less than 61,000, but the schedule to the Act above recited specified the Western Road to Bathurst, the Southern Road to Goulburn, and the Northern Road to Musculbro, besides several branches.

In the year 1840 an Act (4 Vict. No. 12) was passed to provide for the making and repairing of parish roads, as defined in the Act 4 Wm. IV. No. 11. It made provision for the appointment of trustees, and gave to such trustees power to levy rates on lands contiguous to parish roads—such rates to be levied in any one year sixpence per acre, and to be applied to defray the expenses incurred for making and repairing parish roads. The Act next in order is the 11th Victoria, No. 43, which provides for the improvement of certain roads in the neighbourhood of Sydney, and vests the tolls in trustees. It is under this Act that the Old South Head Road, the Blue Mountains Road, the Darling Point Road, the Glenmore Road, and the Old Point Piper Road are maintained.

In 1849, another Act was passed (the 12th Victoria, No. 41) to provide for the making, mending, and upholding of the public roads in the County of Cumberland, and for other purposes therein mentioned. Under this Act the Governor was empowered to divide the public roads and other thoroughfares in the County of Cumberland into trusts, and to appoint commissioners, with necessary powers to levy tolls to be applied by such commissioners, for the mending and upholding such roads, and for other purposes within their district, and also the bridges thereon, and in erecting necessary tollhouses and gates thereon, and keeping the same, as well as those already erected, in proper repair. It is under this Act that the Maitland Trust, the Liverpool Trust, the Campbelltown Trust, the Narrand Trust, the Penrith Trust, and the Windsor Trust.

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before the recess, in order that it might be taken into consideration before the beginning of next session. This measure and preceding bills will be worth comparison and analysis.

OUR GRASS.

TO THE EDITOR OF THE HERALD.
SIR,—Country and town ought to be obliged to Mr. J. F. Buchanan for the valuable information in your issue of Thursday last, under the title of “Central Yards”—showing, first, at what risk grasses and their stock to be grazed, secondly, why better prices are obtainable in Melbourne; thirdly, for what cause the inhabitants of your city must be content with the food of what are called “central yards”; and lastly, why the disorganised condition of a city of high commercial and manufacturing pretensions—the capital of a colony whose chief wealth consists in grazing—cannot realise one most-deserving establishment.

To one of Mr. B.'s reasons, however, I cannot agree without further information. I am no unreasoning assent to the view that the central yards are a nuisance as a nuisance to our defective mode of trade. Central yards have answered in Melbourne, surrounded as it is to every side by a most extraordinary and growing land, to accommodate the wants of the city, in an argument why central yards should answer in Sydney, which has the ocean on one side, and a hilly and wooded country on the other.

What chiefly one must consider is the fact that the central yards are a nuisance to our defective mode of trade. Central yards have answered in Melbourne, surrounded as it is to every side by a most extraordinary and growing land, to accommodate the wants of the city, in an argument why central yards should answer in Sydney, which has the ocean on one side, and a hilly and wooded country on the other.

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that of the hot springs. The inhabitants catch some rain from the roofs of their huts, they often run short, and have to use the mineral water just mentioned. The distance between the two islands is 42 miles, and Amsterdam is quite visible on a clear day from the heights, which rise to 180 feet.

The principal elevation on Amsterdam is 2784 feet. A great deal of help, or flowing sea, was, however, seen from the heights, and the water was quite visible on a clear day from the heights, which rise to 180 feet.

September 4.
P.R.—Whether any be the shortcomings of Great Britain in the opinion of some people, as much is certain, that all other nations owe her a debt of gratitude for surviving the sea from pole to pole. I think that the labour of the sea is at all understood by most persons, and that the splendid and cheap charts of the Hydrographic Office are kept too much in the sea-chests of merchants, and too little in the hands of the public.

This document is classified as CONFIDENTIAL

down, any afternoon.
 Horses and Vehicles on hire.

For Peremptory Sale.

That Substantially Well-known Property,
K&U VALLEY OF THE HOUTSKAMP
Gardens, Orchard and Paddock, comprising
An area of 37 Acres of rich Land belonging to Mr. George Dempsey.

RICHARDSON AND WRENCH have received instructions from Mr. George Dempsey, to sell by public auction, at the Rooms, Pitt-street, on MONDAY, 1st September, at 11 o'clock,

The above choice estate.

Kenn View House, which is substantially built of brick with slated roof, is situated on a natural knoll of land, and occupies the site of old Government buildings, being the earliest as well as the best selection on those well-known plains. From its elevation it commands fine views extending far above the limits of the highest flood known, and its position as a healthy residence cannot be surpassed by any property in this section for two or three miles.

The house has a wide-gabled verandah on two sides, and contains hall and seven large rooms—one 32 ft by 14 feet, one 18 ft by 14, two 17 ft by 14—all well finished with mahogany, and all opening onto a terrace garden enclosed detached kitchen (approached by a covered way), 2 rooms and servants' room. The stable is two-stalled, and the coach-house accommodates two carriages, with large loft over, equal to hold 4 to 6 tons produce.

The supply of water is never falling, and is conveyed from the roof—fitted with zinc. The whole of the land, which is substantially fenced into paddocks, some having been laid down in English grasses, is also well equipped with various trees, such as gum, originally a Government quarry which is supplied by a spring, and has never been affected by the severest drought known.

The orchery contains fruit of very choice tree in full bearing—the orchard 60 cherry apple trees, and is also well stocked with stone fruit of a variety described; all the trees well grown.

The vineyard is now entering its second year of bearing. It covers about 3 acres in all, and is bounded by the Great Western Road on the south, and by Government lands on the north. A Government reserve of 50 acres lies in front of this property, and there is other Government land between its western boundary and the foot of the great dividing range.

The situation is so favourable, three-quarters of a mile from the Kenn Plains Railway Station, and three miles from Penrith. It is now for bona fide sale, and is worth cultivation or settlement connected with squattling, who may desire this location for their country residence or easy access to town, as well as a nesting place for their stock on the way to market.

**Plan on view at the Rooms.
Terms, Liberal.**

Thoroughbred and other Horses.

JOHN T. SMITH has been instructed by the Executor of the Will of the late George William Hall, Esq., to sell by public auction at the Sir John Young Hotel Yards, Windsor, at noon, WEDNESDAY, 29th August, 1871.

THOROUGHBRED STOCK.

No 1.—Bay stallion, CHATTERBOX, 13 years old, got by imported Chattebox, dam Georgiana by Cap-a-pie.
No 2.—Bay mare, by Cosmack, 17 years old, got by Cap-a-pie, granddam Georgiana.
No 3.—Bay mare, KATE RAYES, 16 years old, got by imported Chatterbox, dam imported Georgiana.
No 4.—Grey gelding, grandam imported Georgiana, and in foal to Chatterbox.
No 5.—Gay filly, unbroken, 4 years old, got by Chatterbox, dam Chatterbox.
Nos 6 & 7.—Brown mare, aged, and unbroken, got by Claude-Vau, imported, and one of the Cosmack mare.
No 8.—Chesnut colt, 3 years old, unbroken, got by Tarragon, out of the Cosmack mare.
No 9.—Chesnut colt, 2 years old, unbroken, own brother to above colt.
No 10.—Pony mare, about 14 years old, with foal at foot, by Chatterbox, sire unknown, dam Young Georgiana by Kathar, granddam Georgiana by Cap-a-pie.

NOT THOROUGH-BRED.

No 9.—MISS CONCEIT, brown mare, aged, got by Claude-Vau, dam a pony mare out of Young Chatterbox (sire still alive); she was bred near Maiden Plate at Wilberforce, 1869.
No 10.—Hay mare, 6 years old, by Claude-Vau out of pony mare, with yearling foal at foot by Chatterbox.
No 11.—Light bay horse, 4 years old, unbroken, got by Chatterbox out of the pony mare.
No 12.—Dark bay filly, 3 years old, by Chatterbox out of pony mare.

About 6 head of heavy cart stock, with a number of farms horses.

Windsor, 20th August, 1871.

Much Cows, Heifers, Steers, Pigs, Sheep
Furniture Implements
Household Furniture, &c.

JOHN T. SMITH has received instructions from the Executor of the Will of the late George William Hall, Esq., to sell by public auction, at the late residence of the late William Hall, Esq., at 11 a.m., on SATURDAY, September 16,

About 70 head of cattle, consisting of much cows, steers, heifers, and store bullocks
1 importer breed bull
20 sheep
25 pigs
50 pairs fowls, and other poultry
Cattle harness, carriage shaft yards,
Drays, carts, harrows,
Farming implements
Household furniture
Kitchen utensils, &c., &c.

Terms, cash.

Luncheon provided.

NEW YARD.

FARM OF FIFTY-FIVE ACRES,
on the
BULGA ROAD.

JOHN T. SMITH has been favoured with instructions from Mr. H. Phipps to sell by public auction, at the Flaxley Hotel, Windsor, at 2 o'clock p.m., on SATURDAY, September 16,

The well-known
FARM AND ACCOMMODATION HOUSE,
situate on the Bulga Road, five miles from Colo, and known as "The New Yard." Situated on a half acre under cultivation, enclosed by a substantial iron fence; fourteen acres paddock, occupied by a small farm; outer boundaries securely fenced.

HOMESTEAD.— Cottage containing 4 rooms, kitchens, bathroom, and sitting and stock yards.

Two yards for travelling stock, each containing one and a quarter acre, securely fenced; also sheep-yards. There is one acre of orchard and kitchen gardens.

The above property has long been the favourite resort of drovers, on the Bulga Road, as an accommodation house, on the road to market with stock.

Title guaranteed—Terms, cash, at sale.

Unreserved Sale of Land at Campbelltown.

ON TUESDAY, September 12.

MR. JOHN SHEA has received instructions to sell by auction, at Mr. Doyle's Railway Hotel, Campbelltown, on TUESDAY, September 12, at 12 o'clock,

About 30 acres of land, situated nearly adjoining the township of Campbelltown, at the junction of the Melbourne and Sydney railways, near the railway crossing; the Road from Campbelltown to Cowan runs through the property. Bounded on the north and west by the lands of Messrs. Kidd and Pleib-horn, and south by Mrs. M.weeney's land, and on the east by the township of Baptist-place.

Also, at the same time and place, will be sold seventeen allotments, situate in the township of Baptist-place.

This property is so well known to all persons visiting Campbelltown, that no further notice need be given concerning anything in his price. The whole will be sold without the least reserve.

**Terms at sale.
Sale at 12 o'clock.**

DISTRICT OF GWYNIDR.

BOOMBANGER STATION.

Situate on the Barwon River, and adjoining the Stations of Woodville, Day and Wyndham, and Kunzea (late A. Lightman's).

Together with
2550 (more or less) HEAD OF CATTLE,
a mixed herd, to be mustered and delivered, calves under 6 months old given free.

Homes, Working Plant, Stores, and Sundries
at a valuation.

TERMS.—One-fourth cash balance at once, term, and three years by approved promissory notes, with interest at the rate of 10 per cent. per annum, secured by mortgages upon the station and stock.

MESSRS. T. and A. CADELL have received instructions from the proprietor to sell by auction, at the Northumberland Hotel, West Melburn, on WEDNESDAY, 10th September, 1871, at 10 o'clock,

"BOOMBANGER STATION."

Known as formerly the property of Mr. James McCulloch.

